FIG. 1

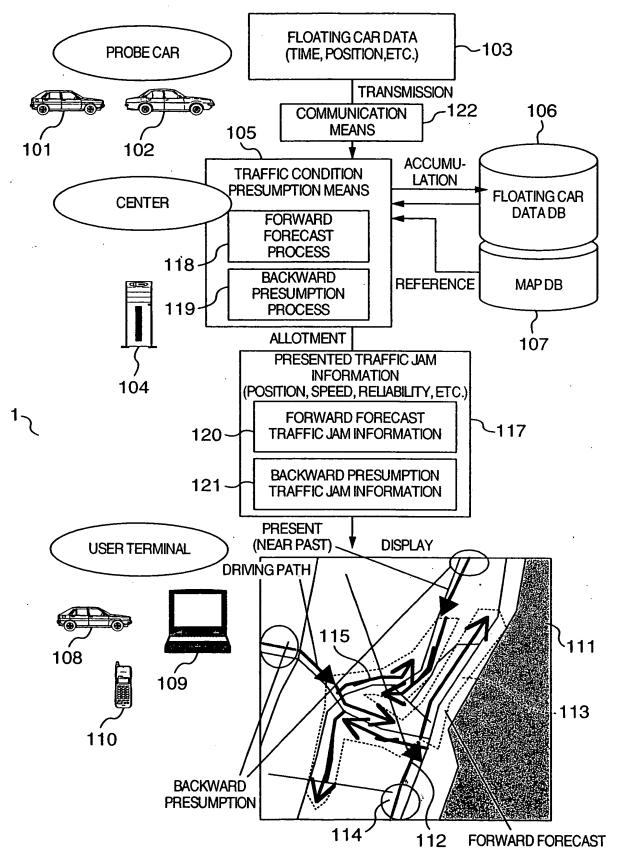


FIG. 2

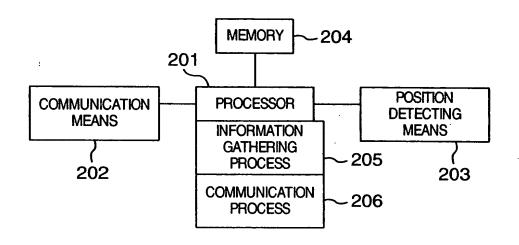


FIG. 3

## VEHICLE ID = 0001

VEHICLE ID = 0001											
TIME	POSITION	DIRECTION	SPEED	SPEED AVERAGE	SPEED LAST INFORMATION ID						
2000/12/07 19:24:15	139° 11'11.1"E 35° 11'11.1"N	250°	20km/h	15.5km/h	0012						
2000/12/07 19:24:25	139° 22'22.2"E 35° 22'22.2"N	240°	0km/h	5.5km/h	0013						
2000/12/07 19:24:35	139° 22'22.2"E 35° 22'22.2"N	230°	0km/h	0.0km/h	0014						
2000/12/07 19:40:14	139° 22'22.2"E 35° 22'22.2"N	110°	0km/h	0.0km/h	0000						
2000/12/07	139° 33'33 3"F	120°	4∩km/h	20 0km/h	0016						
					`						
	2000/12/07 19:24:15 2000/12/07 19:24:25 2000/12/07 19:24:35 2000/12/07 19:40:14	2000/12/07 139° 11'11.1"E 19:24:15 35° 11'11.1"N 2000/12/07 139° 22'22.2"E 19:24:25 35° 22'22.2"N 2000/12/07 139° 22'22.2"N 2000/12/07 139° 22'22.2"N 2000/12/07 139° 22'22.2"E 19:40:14 35° 22'22.2"N	2000/12/07 139° 11'11.1"E 250° 19:24:15 35° 11'11.1"N 2000/12/07 139° 22'22.2"E 240° 19:24:25 35° 22'22.2"N 2000/12/07 139° 22'22.2"E 230° 19:24:35 35° 22'22.2"N 2000/12/07 139° 22'22.2"E 110°	2000/12/07 139° 11'11.1"E 250° 20km/h 19:24:15 35° 11'11.1"N 2000/12/07 139° 22'22.2"E 35° 22'22.2"N 240° 0km/h 2000/12/07 139° 22'22.2"E 230° 0km/h 19:24:35 35° 22'22.2"N 2000/12/07 139° 22'22.2"N 2000/12/07 130° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 100° 20'07 1	2000/12/07 139° 11'11.1"E 19:24:15 250° 20km/h 15.5km/h 15.5km/h 19:24:15   2000/12/07 139° 22'22.2"E 19:24:25 240° 0km/h 5.5km/h 5.5km/h 5.5km/h 19:24:25   2000/12/07 139° 22'22.2"E 19:24:35 230° 0km/h 0.0km/h 19:24:35   2000/12/07 139° 22'22.2"E 110° 0km/h 19:40:14 139° 22'22.2"E 110° 0km/h 0.0km/h 19:40:14						

FIG. 4

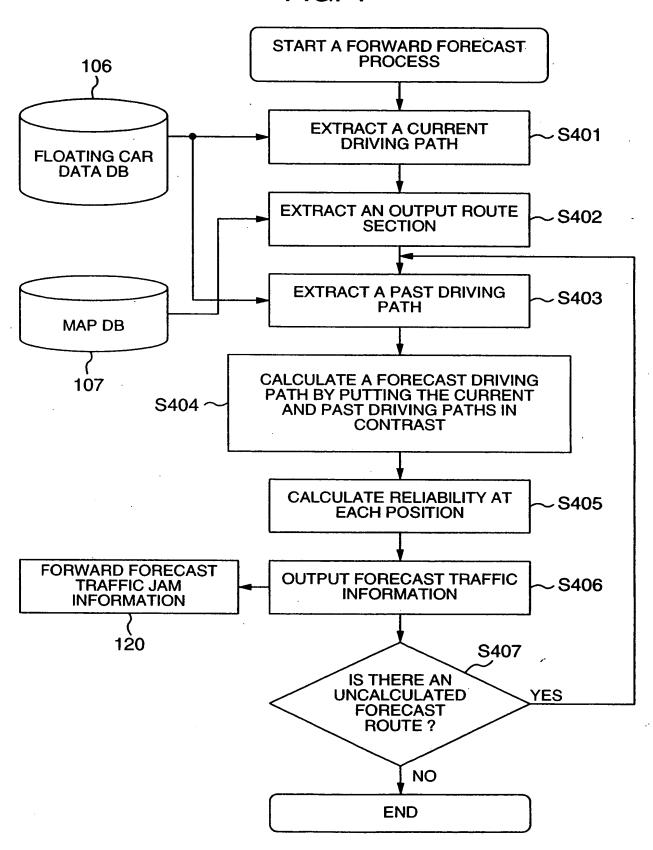


FIG. 5

16 SIVING PATH	RELIABILITY	100	100	100	100		100	100	100	•	100	100	95	36	06	06	85		40	35	35	30	
506	506 FORECAST DRIVING PATH		50	51	25	26		20	48	49	•	35	32	56	28	52	25	25		40	45	43	20
504 505	PAST DRIVING PATH N	LOCATION SPEED [km/h]	99	09	79	09	- •	4	43	45	•	40	45	30	38	35	56	25	••	20	55	26	09
	:	N SPE				5																	
503	PAST DRIVING PATH 2	LOCATIC	56	99	09	65	••	40	42	45	•	6	5	6	5	10	12	13	••	40	42	45	90
505	PAST DRIVING PATH 1		1	1	-	ŀ	• •	30	33	. 35	•	15	20	15	20	23	25	56	••	32	39	40	41
501	CURRENT DRIVING PATH		20	19	22	26	•	92	48	49	• •	35	32	1	1	1	1	1	••	•	_	ì	1
		DISTANCE [m]	0	10	20	30	•	100	110	120	•	480	490	200	510	520	530	540	• •	1160	1170	1180	1190



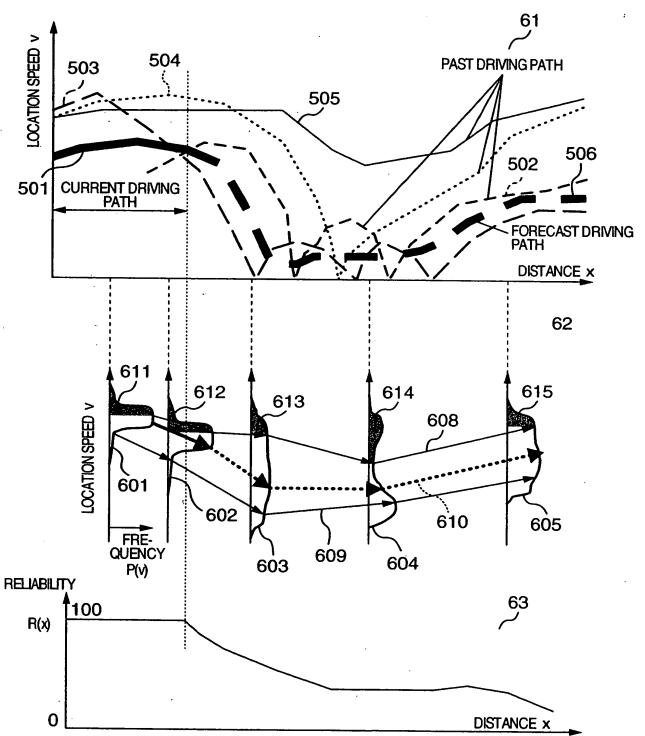


FIG. 7

ROUTEID	STARTING POSITION	ENDING POSITION	AVERAGE SPEED	REQUIRED TIME	SITUATION	RELIABILITY
0001	139° 11'11.1"E 35° 11'11.1"N			134 SEC	CONGESTED	80
0001	139° 22'11.1"E 35° 22'11.1"N			450 SEC	SMOOTH	100
0001	139° 22'22.2"E 35° 22'22.2"N			643 SEC	JAM	75
0002	139° 22′33.2″E 35° 22′33.2″N		F	_	UNCLEAR	0
mm	130° 22'41 2"F	130° 33'33'3"F	4∩km/h	370.SEC	SMOOTH	99-

117

FIG. 8

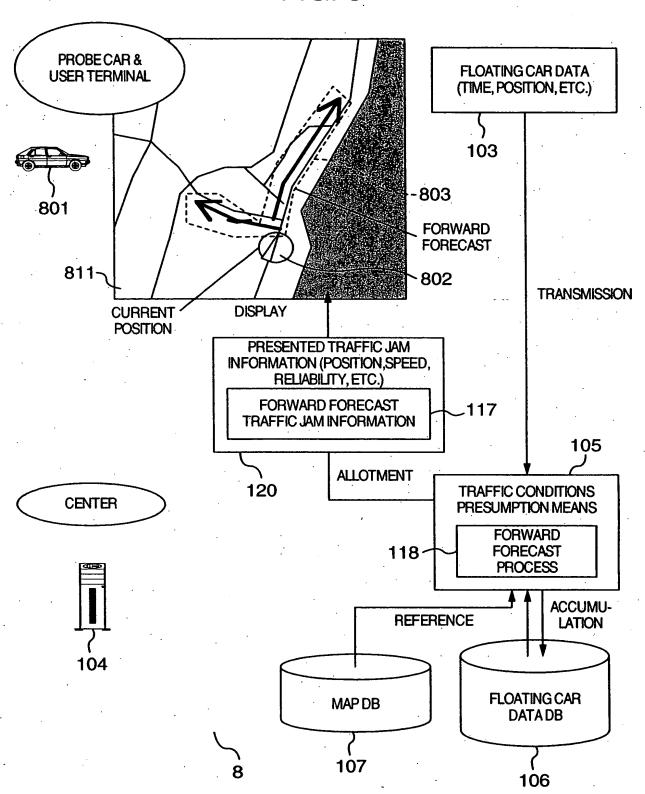
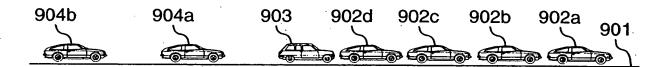


FIG. 9





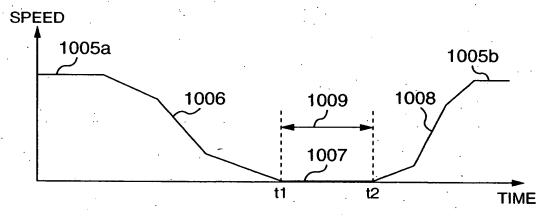


FIG. 11

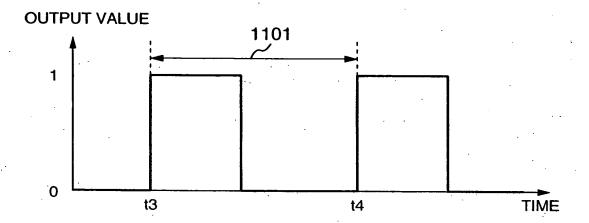


FIG. 12

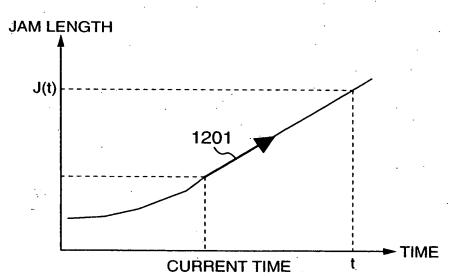


FIG. 13

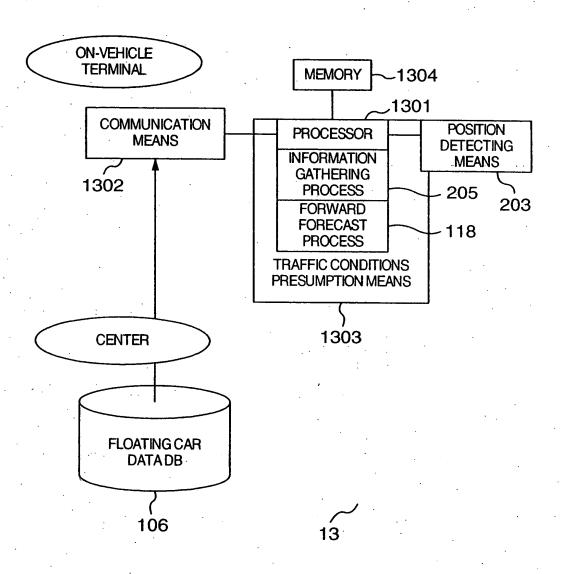


FIG. 14

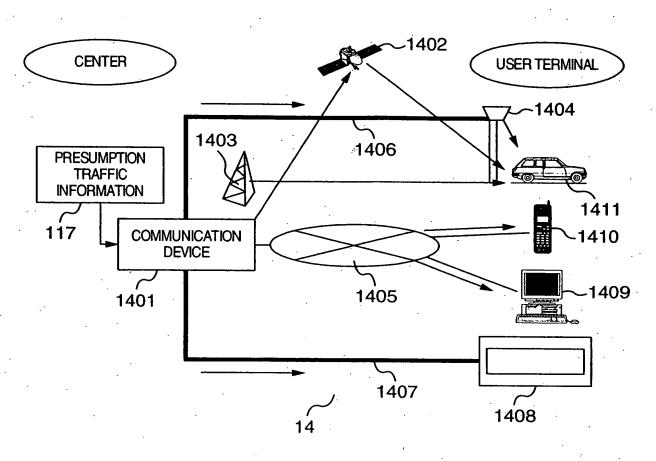


FIG. 15 1504 **USER TERMINAL** PRESENTED COMMUNICATION **PRESENTATION** TRAFFIC **MEANS MEANS INFORMATION** 1505 117 1501 1502 1503 15